

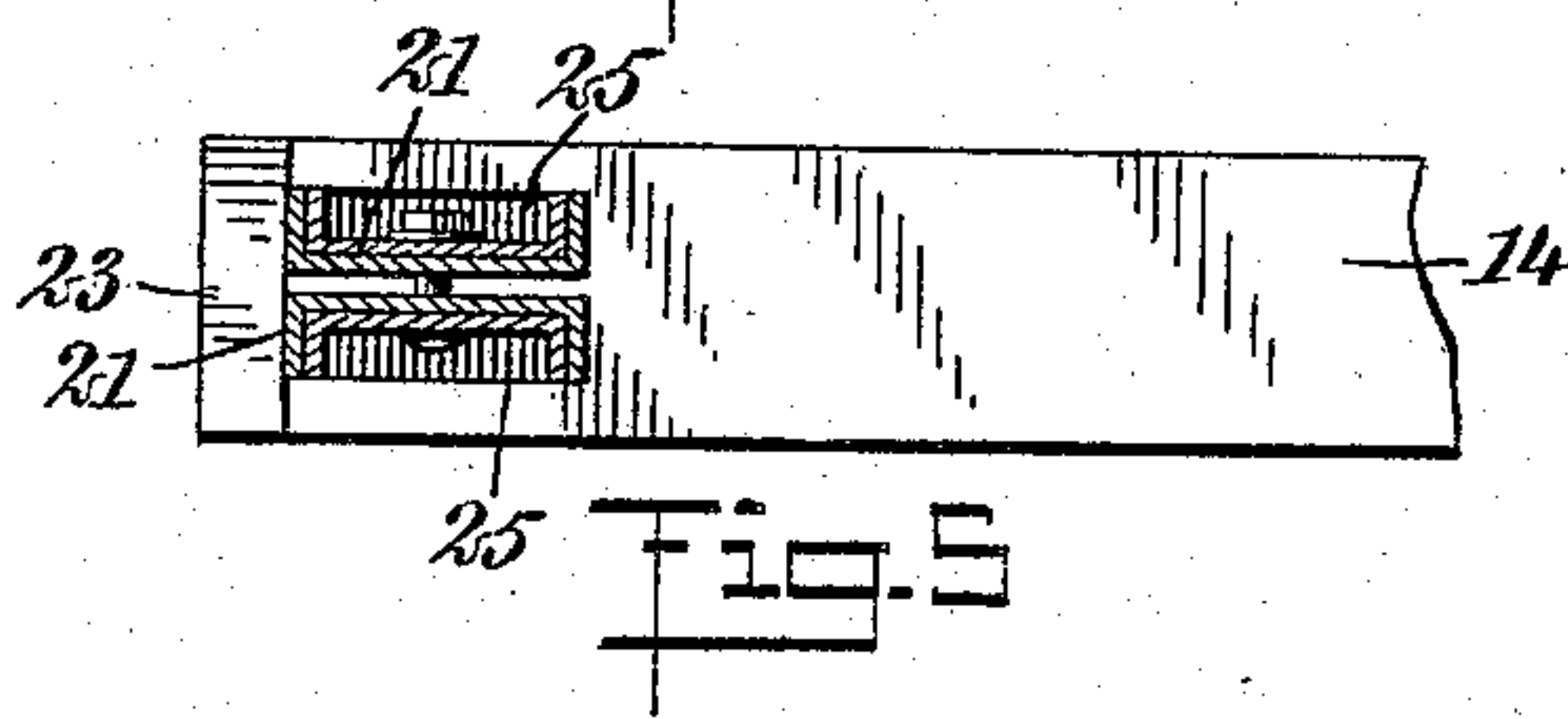
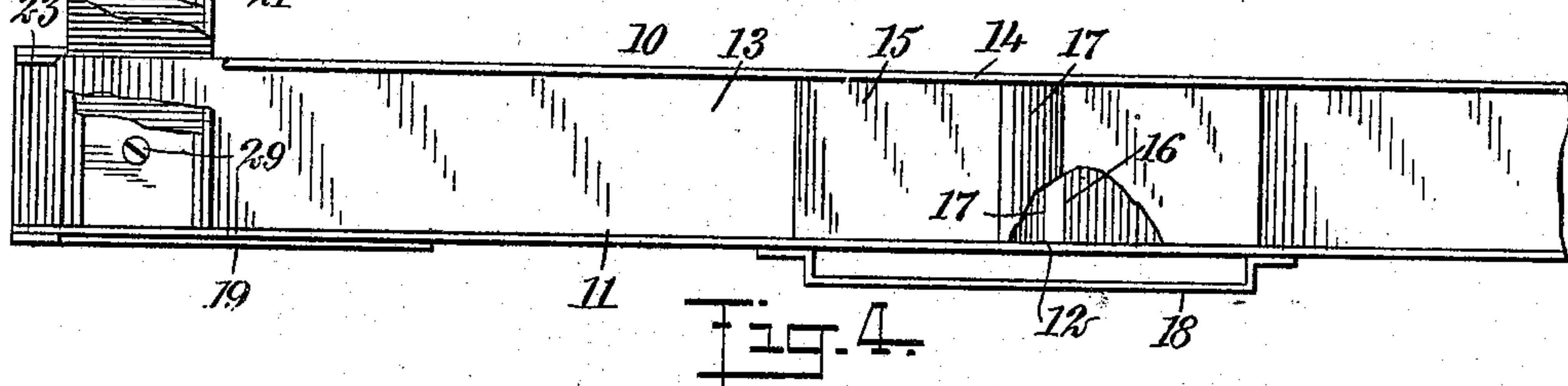
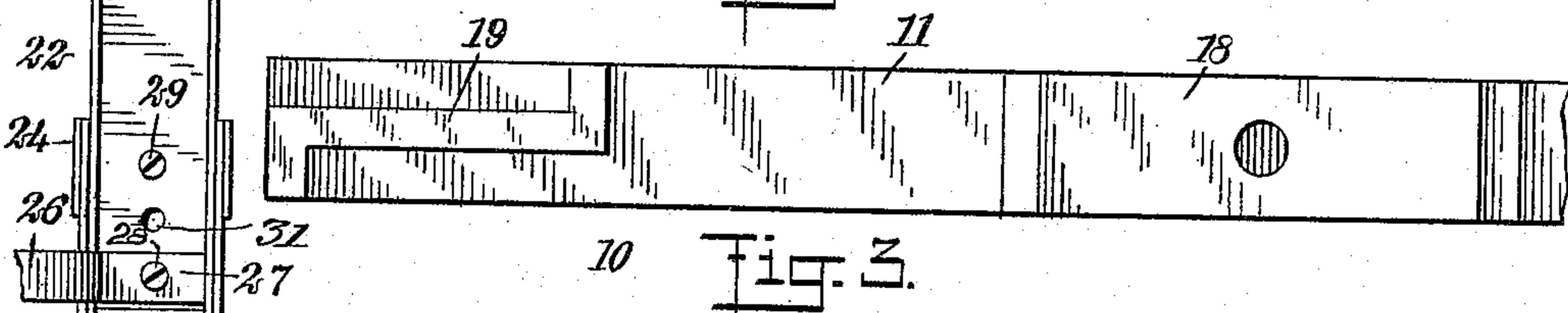
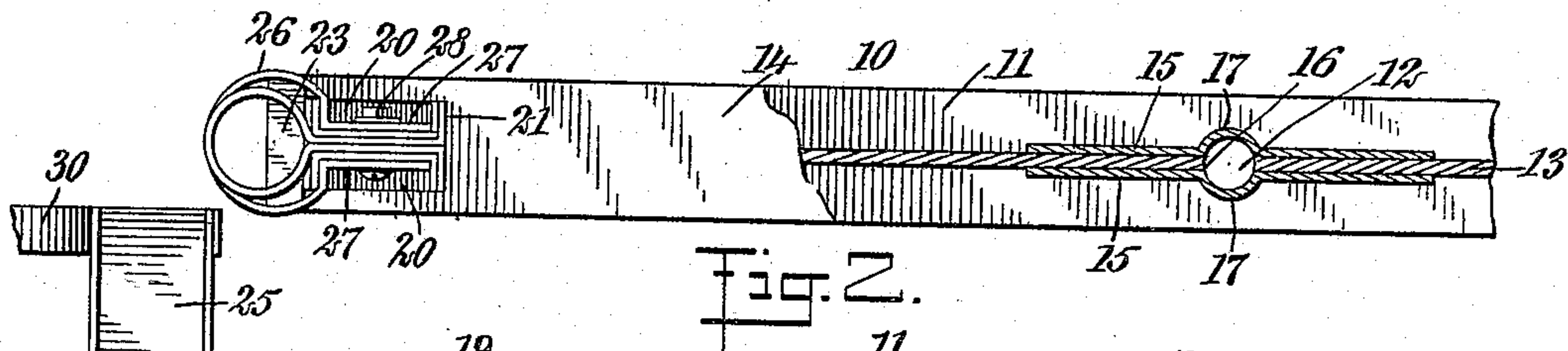
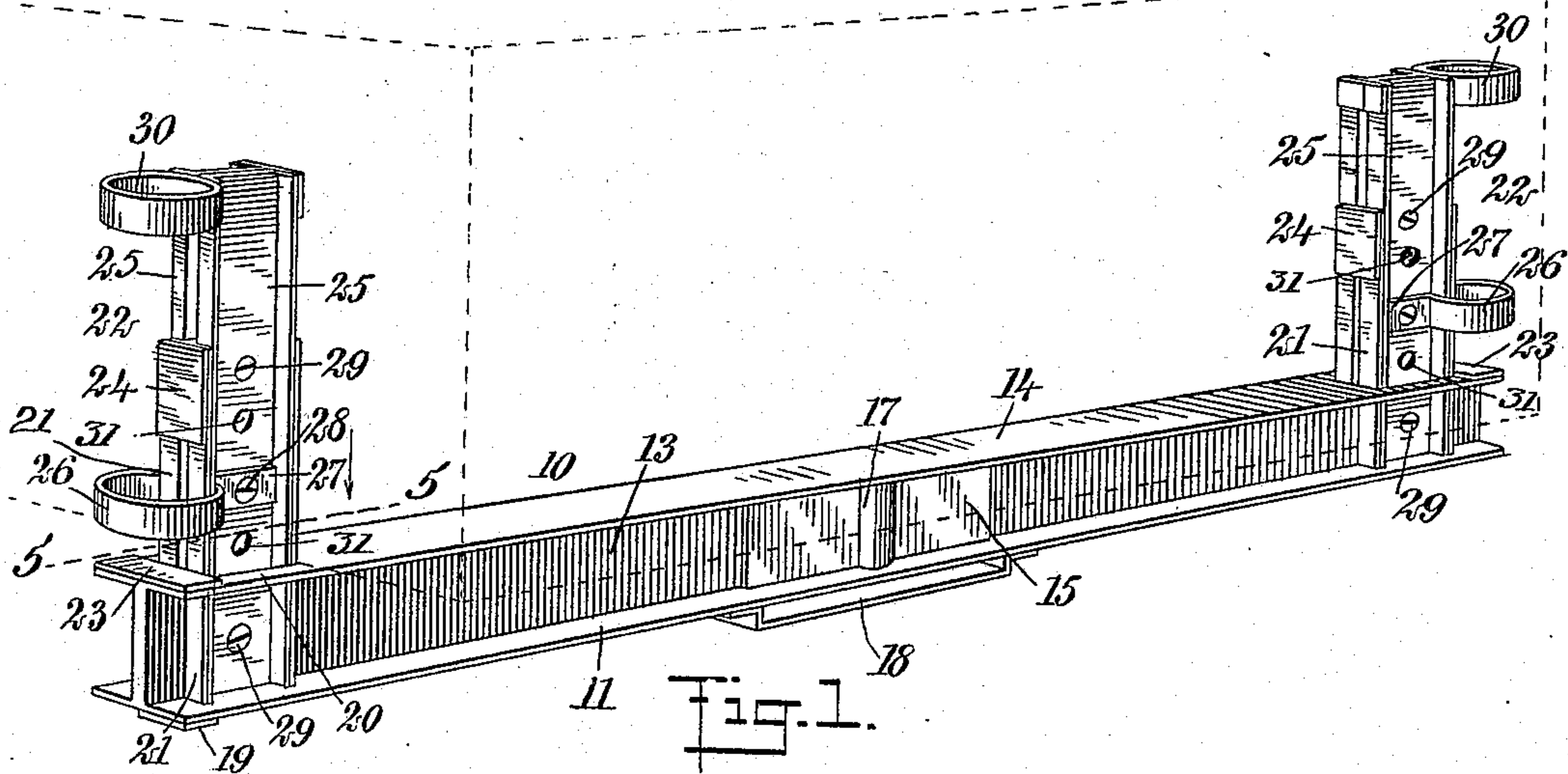
J. HEIMLICH.

BOLSTER.

APPLICATION FILED JUNE 27, 1908.

930,752.

Patented Aug. 10, 1909.



WITNESSES

John K. Brachvogel

INVENTOR

Jacob Heimlicher

BY *Mumford*

ATTORNEYS

UNITED STATES PATENT OFFICE.

JACOB HEIMLICHER, OF DEFIANCE, OHIO.

BOLSTER.

No. 930,752.

Specification of Letters Patent.

Patented Aug. 10, 1909.

Application filed June 27, 1908. Serial No. 440,619.

To all whom it may concern:

Be it known that I, JACOB HEIMLICHER, a citizen of the United States, and a resident of Defiance, in the county of Defiance and State of Ohio, have invented a new and Improved Bolster, of which the following is a full, clear, and exact description.

This invention relates to bolsters, and more particularly to devices of this class used in connection with wagon or other vehicle bodies.

More specifically, the invention relates to a bolster which has a body in the form of an I-bar, and at the ends has means for carrying bolster stakes of any suitable form, preferably bolster stakes such as are disclosed in my United States Patent No. 884,923, dated April 14, 1908, the body of the bolster having a suitably formed and reinforced socket to receive the king bolt of the vehicle.

The object of the invention is to provide a simple, strong and efficient bolster for wagon bodies and the like, which is light in weight and inexpensive to manufacture, and which can be easily fashioned from standard structural iron or other metal pieces, such as I-bars and channels.

The invention consists in the construction and combination of parts, to be more fully described hereinafter and particularly set forth in the claims.

Reference is to be had to the accompanying drawings forming a part of this specification, in which similar characters of reference indicate corresponding parts in all the views, and in which—

Figure 1 is a perspective view of one embodiment of my invention, showing in dotted outline a wagon body carried thereby and having bolster stakes of preferred form at the ends of the bolster body; Fig. 2 is a plan view of one end of the bolster, showing a part in longitudinal section; Fig. 3 is an inverted plan view of a part of the bolster body; Fig. 4 is a front elevation of a portion of the bolster body, showing parts broken away; and Fig. 5 is a transverse section on the line 5—5 of Fig. 1.

Before proceeding to a more detailed explanation of my invention, it should be clearly understood that the same is preferably fashioned from standard structural or other metal pieces, such as I-bars, channels and the like. In the accompanying drawings, I have shown, for example, the bolster

body formed from a single I-bar; however, if so desired, the body can be fashioned from two channels placed back to back and riveted, bolted, or otherwise secured together.

Certain of the details of construction can be varied to suit individual preference or special conditions. For instance, while I prefer to employ the form of bolster stake shown in my Patent, No. 884,923, any other suitable type of bolster stake can be advantageously used.

Referring more particularly to the drawings, 10 represents the bolster body, which may be of any suitable size, depending upon the vehicle with which the bolster is used, and which consists of an I-bar of iron, steel or the like. Near the center, the lower flange 11 of the I-bar has an opening 12, and above the opening 12 the web 13 of the I-bar has a cut away part 16 extending to the upper flange 14. Plates 15 are rigidly secured to the web 13 at the opposite sides thereof, and at the cut away portion 16 of the web, have outwardly and oppositely offset parts 17 which, with the cut away portion 16 form a socket to receive a king bolt projecting upwardly from the axle. The king bolt has no head at the upper end and thus can be inserted upwardly in the king bolt socket which is open at the lower end. A bracket 18 is secured at the lower flange 11 and has an opening to permit the king bolt to pass therethrough. The bracket coöperates with the running gear of the vehicle and holds the bolster spaced above the same. Where the bolster is used in connection with the rear running gear of the wagon no king bolt socket is necessary.

At the opposite ends, the bolster body, at the under side of the lower flange 11 has chafing plates or buffers 19, which are preferably Z-shaped as shown most clearly in Fig. 2, and which serve slidingly to engage certain parts of the running gear of the vehicle in turning the latter.

The bolster body, at the ends, has opposite, similar slots 20 in the upper flanges thereof, at each end of the web. These slots receive the fixed channel members 21 of the bolster stakes 22. The members 21 engage at each side of the web and rest upon the lower flange of the bolster body, being secured in position in any suitable manner. Strengthening ribs or plates 23 are arranged transverse of the upper flange at the ends of

the bolster body. The fixed channel members 21 are spaced by the thickness of the web of the bolster body and at their upper ends are joined by connecting members 24 secured at the outer sides of their flanges.

Each bolster stake has a slidable portion consisting of spaced channels 25 which are slidable within the fixed channels 21. The spaced channels 25 carry annular bands 26 which have outwardly disposed ends 27 secured to the channels 25 by means of removable bolts 28. The latter pass through suitable openings of the channels 25 and 21 and serve to secure the same in position. Further bolts 29 serve a like purpose. At the upper ends, the channels 25 carry a further annular band 30, the laterally disposed ends of which are positioned between the channels 25 and are there secured in place. Further openings 31 are provided in the channel to receive the bolts so that the slidable portions of the stakes can be held in a plurality of positions.

Having thus described my invention, I claim as new, and desire to secure by Letters Patent:

1. A wagon bolster having a body web and a laterally extended upper and a laterally extended lower flange near the upper and lower edges of said web respectively, said lower flange having a substantially central opening therethrough, said web being cut away above said opening to said upper flange, and plates secured at opposite sides of said web and oppositely offset adjacent to said cut away part of said web, whereby a king bolt socket is formed.

2. A wagon bolster having a body web and a laterally extended upper and a laterally extended lower flange near the upper and lower edges of said web respectively, said lower flange having a substantially central opening therethrough, said web being cut away above said opening to said upper flange, plates secured at opposite sides of said web and oppositely offset adjacent to said cut away part of said web, whereby a king bolt socket is formed, a bracket secured to the under side of said lower flange, and means

at the ends of said body for holding bolster stakes.

3. A wagon bolster having a body provided with a king bolt socket, and consisting of a web, and an upper and a lower flange, said upper flange having slots at each side of said web at the ends of said body, and bolster stakes having separated members adapted to be inserted through said slots and to rest upon said lower flange.

4. A wagon bolster having a body provided with a king bolt socket and consisting of a web and an upper and a lower flange, said upper flange having an opening therethrough adjacent to said web, and a bolster stake adapted to be inserted in said opening and to be supported upon said lower flange.

5. A wagon bolster having a body provided with a king bolt socket and consisting of a web and an upper and a lower flange, said upper flange having openings therethrough at each side of said web, fixed stake members arranged in said openings and resting upon said lower flange, spaced sliding members mounted upon said fixed members, and bolts for securing said sliding members adjustably in place.

6. A wagon bolster having a body provided with a king bolt socket and consisting of a web and an upper and a lower flange, said upper flange, near each end of said body having openings at each side of said web, channel shaped members arranged in said openings and resting upon said lower flange, spacing members between said fixed members above said body, channel shaped sliding members each arranged adjustably in one of said fixed members, bolts for adjustably securing said sliding members in place, and stake bands carried by said sliding members.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

JACOB HEIMLICHER.

Witnesses:

D. F. OPENLANDER,
J. A. DEINDORFER.